NEW-YORK, MONDAY, JUNE 3, 1889.-TEN PAGES.

FIRED ON BY LEGITIME'S CANNON; STORY OF THE CAROLINE MILLER'S ESCAPE

IN HAYTIAN WATERS. As reported yesterday in The Tribune, the steamer Casoline Miller arrived at Quarantine late on Saturday with from Hayti, and anchored off Red Hook Point, in the upper Bay. She is commanded by Captain Miller, and left Cape Haytien, bound for St. Marc, with a cargo and passongers April 18. When she had been a few hours at sea, the man on the bridge sighted a vessel which apparently was bearing down on the Miller. Little concern was manifested over this, however, as there seemed to be nothing to fear. The stranger proved to be the Toussaint L'Ouverture, and when within a distance of five miles she suddenly opened fire. The balls and missiles fell within a short distance of the merchant vessel. The firing did not cease even

when the Stars and Stripes were unfuried from the The gunboat approached pearer and nearer, and Miller's staff. Captain Miller saw that unless he could outrun her amage would be done. Extra steam was put on, the ares were well coaled and the race began. For a time it was uncertain who the winner would be. The balls continued to fall close to the Miller, al. though not close enough to do any damage. After

The balls continued to last though not close enough to do any damage. After an exciting chase of several hours the merchantman an exciting chase of several hours the merchantman outran the man of war and arrived safely in St. Marc. That was probably the last shot fired in the Haytian war, for soon after Capitali Miller had stepped upon the pier at St. Marc. a messenger rode into the port assumencing the change in affairs. Few particulars someoneing the change in affairs. Few particulars were given save that all was quiet in Port.au-Prince, and no disturbance was anticipated. The news was carried to Port de Pals by Capitalin Miller, whence it was telegraphed to other points.

Regarding the Haytian gons which the Caroline Miller carried, and about which there has been so much surmine, the Capitain said yesterday that they were intended for repairs in Hartford. They were vere intended for repairs in Hartford. They were time ago, and being disabled, they needed to be repaired, and were consequently sent to the Connecticut factor for that purpose. The Caroline Miller left New-lock yesterday for Boston.

THE BOSTON MAY NOT GO TO HAYTI. The news from Hayti that Legitime had been desated by Hyppolite, the leader of the insurgents of he North, was the occasion of considerable discussion at the Navy Yard, particularly among the officers of Boston, the Galena, and the Yantio, all of which els were recently in the Haytian waters to protect nerican interests there. Rear Admiral Bancroft Gherardi had not returned from Washington yesterday, whither he went to give information to the partment as to the condition of affairs at Hayti and the neral healthfulness of the island. One of the officers of the Galena said :

When we left Hayti, successes for Hyppolite were reported from all departments . It was reported that Legitime had been driven out of Marmelade, widch invaded with his army. San Domingo had given encouragement to Hyppolite, and he had erything up to Port-au-Prince before we left, and so I am not astonished at this news of his we left, and so I am not astonished at this news of his success. Legitime had a great many enemies, even in his own army and his own place, and hence I think that a great many of his own party in the South will not be displeased at the turn the affair has taken. Hypolitie, however, is a humane sort of a fellow, and almough he is now in power, yet I think it is probable that he may submit the matter to the Senate or an election for decision as to who will be President. Unless the matter takes a new turn it is probable that Legitime will suffer the fate of other ca-Presidents, and be mobbed and shot, or hanged. About the lightest punishment that could fall to him would be calle. The Northern, or Hyppolite's, party is by far the superior in intelligence, executive ability, etc., and Hyppolite's himself is a more able executive than Legitime.

the superior in intelligence, where able executave Hyppoite himself is a more able executave Hyppoite himself is a more able executave Legitime.

It was the opinion of the officers of the Boston that It was the opinion of the officers of the Boston that It would not now be ordered to Hayti, unless the downfall of Legitime that essel would not now be ordered to Hayti, unless the information received about the downfall of Legitime was found to be a canard.

THE SEIZED GLOUCESTER SCHOONER.

SHE WILL DOUBTLESS BE CHARGED WITH "PRE-PARING TO FISH" IN CANADIAN WATERS. Boltfax, N. S., June 2.-Consul-General Phelan ha selved no further news from North Sydney about to struce of the Gloucester scheoner Mattie Winship. He will leave here on Monday to inquire into the case. He believes that the Winship has a good chance ting off, as she was not fishing inside the limit and it would be impossible for anybody to say she was preparing to fish within three miles. She was way at the time of the seizure, and it getting under way at the time of the outside the limit.

must have been her intention to fish outside the limit.

Mr. Phelan tilnks the case will likely be made a test

Mr. Canadian Government are one. The counsel for the Canadian Government are taking steps to carry the case into the Admiralty Court. The charge against the schooner will probably be in effect "Proparing to fish inside the limit." The "Heraid" (Government organ), of Halifax. be in effect "Preparing to not inside the unit."

The "Heraid's (Government organ), of Halifax, referring to the seizure says: "While the United States has contended that the British and Canadian authorities have no right to seize United States vessels for preparing in British waters to fish outside the limit, they have admitted our right to

firmit, they have admitted our right to solve does not be solve for preparing to fish in British waters.

Several United States fishing vessels have in past years been stated and confiscated for violation of the statute in preparing to fish, particularly the Nickerson, condemned before Sir William Young, and the White Fawn. to set in that vicinity when seized, there can be no doubt of the legality of the seizure. If these, on investigation, are found to be facts, the United States Government will be compelled to grin and bear it

THE FASTEST YACHT IN ENGLISH WATERS. London, June 2.- "The Sportsman" says: "The yacht afteat in English waters. Yachtsmen of experiwith reduced sail spread, in any weather. As far as we have seen, she is a good all-round boat, and she will be seen to advantage whatever the condition of the weather may be."

CLOVER IN THE PRIX DU JOCKEY CLUB. Paris, June 2.-The race for the Prix du Jockey Club was run to-day and was won by Clover by one length. Achille was second and Phlegethon third. Fifteen ran. The betting before the start was 7 to 1 against Clover, 25 to 1 against Achille, 3 to 2 against Phiegethon, 6 to 1 against Pourtant, 8 to 1 each against Acrolithe and Cleodore, 15 to 1 each against Figny, Frisco, Lin and Flatteur, 25 to 1 against Cambridgeshire, and 100 to 1 against Salvanos and Vasistas.

MRS. MAYBRICK TOO ILL TO APPEAR. Liverpool, June 2.-Mrs. Maybrick, who, it is alleged ed her husband, is so ill that she is unable to appear in court. It is alleged that Mr. Maybrick before his death, wrote to his brother that if his illness an autopsy ought to be held.

A C. P. TRAIN CROSSES MAINE. onireal, Que., June 2.—The first train over the dian Pacific short line through Maine to the Mar-Provinces left here to-night.

A CALAMITY THAT IS COLOSSAL. 46n. June 3.-" The Daily News," discussing dedger of artificial lakes, says: "America, where is on a scale of vastness which we cannot seems destined to suffer calamities of n, as it exhibits its triumphs, on the mos scale. The sympathy of the whole civilized will be with the people of Pennsylvania in the not striking and most overwhelming mis-the that ever befell a people of the English race." to other morning dalies refer to the disaster in a

THE RUSH SAILS FOR BEHRING SEA. Francisco, June 2.—The United States revenue Richard Rush, which has been under orders abories from lilegal scalers, left this port yes

TRANS.PACIFIC MAIL CONTRACTS. Francisco, June 2.—John D. Spreckles, president Oceanic Steamship Company, states that New or one year to carry the Australian mails which line of steamships was seeking to The Government of New-Zealand was not

tract, owing to the failure of the United share in the expense equally as heretofore, comes may not stop at Auckland in consecutive to the same an arrangement can be effected. United States poetal authorities, they will Honolulu arri Apia, and will also stop at provided a satisfactory understanding is between New-Zealand and the Acuerican postal lies.

A PILOT'S BODT WASHED ASHORE.

in an advanced state of decomposition, on the beach yesterday morning. It had evidently been in the water a long time. The clothing on the body indicated that the dead man was a pilot.

TWO BODIES FOUND IN THE BUINS.

LARGE HAY-PRESS AND TANNERY AT VOOR-

HEES STATION, N. J., BURNED-LOSS, \$10,000. The large hay-press and tannery at Voorhees Station, three miles from New-Brunswick, N. J., were discovered to be in flames at midnight on Saturday. The fire burned all night, and was prevented only by a brook, which runs through the village, from communicating with the houses that form the village.

In the morning the bodies of two men were found One was the watchman at the tannery and the other a tramp who had been caught in the hay-press, where he went on Saturday night to sleep. The loss by the fire will be from \$8,000 to \$10,000. The property was owned by the estate of J. Chris-

DEATH OF WILLIAM S. SHAFFER.

THE BODY OF A YOUNG MAN OF GOOD FAMILY

FOUND AT A STATEN ISLAND HOTEL William S. Shaffer, who belonged to a wealthy family of this city, and lived at No. 35 West Fifty-first-st., was found dead in an outhouse at the Nautilus Hotel, Tompkinsville, S. I., yesterday morning. Mr. Shaffer. who was thirty-two years old, went to Staten Island on Wednesday and engaged rooms at the Nautilus Hotel, intending to stay there for several days. He complained that he was in poor health and said that he had come to Staten Island to recuperate. On Thursday night he entertained a number of Staten Islanders at a wine supper at the hotel.

On Saturady night Mr. Shaffer boarded the pilotboat John F. Loubat, No. 16, having been invited by Pilot McCarthy to accompany him on a trip to sea. Mr. Shaffer was not feeling well poarded the pilotboat, and in a short time became so sick that he was taken ashore and conveyed to his hotel. During the night he was attended by several physicians, and when they leat him he was not thought to be in a dangerous condition. Early yesten-day morning Mr. Shaffer left his room, and some time afterward was discovered dead in the outhouse. Mr. Shaffer, who was unmarried, is said to have been a son of the ex-Governor of Montana. His body was claimed by his relatives last evening. His death was due to natural causes.

THE ANNAPOLIS POSTOFFICE RUBRED.

REGISTERED LETTERS FOR AN AUSTRIAN SHIP

STOLEN. Annapolis, Md., June 2,-When Clerk James T Porter arrived at the postoffice this morning he found papers that were locked up in the safe lying on the floor. The safe door was open about half an inch and the back door was open. When the postmaster arrived he made a full examination of the office, and found that the safe had been opened in some mys terious manner and \$600 in stamps taken from it about \$30 in cash, and a number of registered letters addressed to the Austrian ship Sarda that is expected here shortly. The local money-order letters and the

local mail had been rifled. Postmaster Welch does not know what were in the Sarda's letters. The robbery was evidently the work of professional crooks. Entrance was gained by the door to the private office of the postmaster by making was knocked off. A bolt at the top still barred the way. The robbers evidently knew all about it, for they broke a hole in a pane of glass just in the right place to reach it with the hand. On the door there are prints of large wedges which were afterward found in the office. The robbers tried first to punch out the plug in the hole that was bored in the safe on the night of February 3, 1884, when it was robbed. Failing, they used a chisel on the knob. The robbers went away in a hurry, for \$15 was still in the inside of the safe. Two suspicious looking men were noticed near the postoffice last night. A boat-kreper refused restricted themselves and acted strangers because they contradicted themselves and acted strangely. The Annapolis postoffice was robbed about thirty years ago and again twenty years later of small amounts. On February 3, 1884, the office was robbed of \$3,000 in money and \$3,000 in stamps. place to reach it with the hand. On the door there

A VAGRANT WITH A RICH FATHER.

THE SON OF AN ENGLISH LAWYER, WHO HAS REPEATEDLY RUN AWAY TO BE A

REGGAR IN NEW-YORK. Joseph Hyla Rushten, age twenty, the son of a rich retired lawyer at Worcester, England, was committed to the Island for two months, on the charge of vagrancy, by Justice Gorman, at Jefferson Market Court, yesterday. Mr. Bushton has had a good deal of trouble with Joseph who has run away from home yearly since 1886 and has led the life of a beggar in this city. Mr. Hebberd, agent of the Charity Organization Society, always discovered ing Rushton, and each time had him sent home. old habits of begging and defrauding people. Rushton called upon ex-Congressman Roswell P. Flower, at his office, No. 64 Broadway, and got a few dollars from him by telling him that he was the son of a coachman in England and that he was in search of work. He also swindled the Rev. Mr. Reed, of Harlem, out of \$4, the kev. Jesse A. Locke and Benjamin F. Butler, of No. 41

Mr. Locke was frequently deceived by Rushian eptember the clergyman gave him money and told him to come the following day and he would get him a position Rushton did not like the notion of working and remained hushon and not not all a said that away. Last Tuesday Rushton again called and said that he was starving. He was again assisted and was furnished with a letter to McKesson & Robbins, druggists No. 91 Fulton-at, to secure work. The following even-ing he told Mr. Locke that he had succeeded in getting work at the druggists' at \$5 a week. This was discovered to be untrue, as Rushton did not even present the letter. On Friday he asked the clergyman for \$4 to go to Philadelphia. He was advised to call the following evening. He was then arrested by Mr. Hebberd, who intends to write to Lawyer Hushton that his son is locked up as a vagrant.

AN OLD SEA CAPTAIN BURNED TO DEATH. Helena, Mont., June 2 (Special).-Captain G. W. Cadge, age sixty, a retired sea captain well known in many ports, was burned to death at his home on a ranch nine miles from St. Clair last night. He and his wife escaped from the burning building without injury, but he thought of some valuable papers that he wished to save and went back to get them. He he wished to save and went back to get them. He was overcome by smoke and was soon caught in the flames, which did their work so completely that only a part of his body was found after the fire was put out. Mr. and Mrs. Cadge had been living in Helena, but had just got their ranch house fitted up to make it their future home and had only been living in it a little over a month.

SWEPT OVER A DAM AND DROWNED. Cohes, N. Y., June 2 (Special).-John Ryan, Thomas Latally and Henry Burns were out rowing in the Mohawk this afternoon. The current carried them toward the State Dam. Passing under a bridge, Lavally caught a cable and clung to it and the boat was upset. Clinging to the boat the men floated to the dam where the boat hung. John Allen started out to save the men, but he lost control of his boat and, floating toward the dam, struck the wrecked boat, and the clinging men, with Allen, went over. Eyan, who was sixty years old, was drowned.

A GRAND PULPIT BATTLE BAGING. Charleston, S. C., June 2 (Special).—The colored lethodists and Baptists had a field day here to day. The trouble began at the Baptist State Convention in Greensville last month, and has culminated in a grand battle. From the pulpits of all the colored churches to-day were thundered sermons on the relative of baptism by immersion and by pouring or sprinking. Some of the sermons were extremely bitter. The Baptists denounce the Methodists as falsifiers and hereties, and the Methodists give back as good as they get. The churches were crowded morning, afternoon and night, and great excitement prevails. The Baptists seem to have the best of the battle so far, as they immersed forty-seven candidates at one church this morning.

JEALOUSY LEADS TO PROBABLE MURDER. Edward Carden, a horse-dealer, who recently came from the West, fatally shot John R. Ryan at Park Hotel, at One-hundred-and tenth-st. and Lenox-ave., last evening. Byan was an auctioneer employed by Van Tassel & Kearney, of No. 109 East Thirteenth-st., and both he and Carden were wellknown sporting men. About a week ago Carden went driving with a woman who was a friend of Ryan's, who saw them and took offence at the pro-

o'clock and Ryan again assaulted Carden, striking him in the face. Carden quickly drew a pistol and fired three shots at Ryan, one of them penetrating his liver. He was taken to the Ninety-ninth street Hos-pital, where his injury was declared to be fatal. Carden was surrected and taken to the hospital, where Byan recognized him as his assailant, and he was locked up at Police Headquarters.

FORMING A GREAT SALT COMPANY. WHAT MESSES. BURGER AND BURT ACCOM

PLISHED IN ENGLAND. Charles Burger and Wellington R. Burt, who have een visiting England as representatives of the company which is to be formed for the unification of American salt interests, arrived in New-York yesterday on board the Umbria. Mr. Burger was seen at his home, in Adelphi-st., Brooklyn, by a Tribune reporter. He was somewhat reticent in his account of what he had been able to accomplish in England on "A movement," he behalf of the home movement. said, "having the support of Erastus Wiman, Judge Comstock, of Syracuse; Franklin Woodruff, Produce Exchange, and other leading dealers is on foot for the salt formation of a company to control the imported English sait and to make sait here. The sait industry in this country is almost crippled by the wholesale dumping of English salt in New-York and other Eastern ports, and by the rivalry between small manufacturers and dealers, who have been actively cutting each other's throats by low prices, without doing any good to themselves or the consumer. The com pany has already got the option for over stay small salt manufactories which will be bought up as soon as it is incorporated. We propose to take into our own hands the manufacture and distribution of pure American salt throughout the country. We shall also distribute salt sent here by leading producers on the other side. All the manufacturers with whom we have treated in England are members of the English salt Union, which was based upon suggestions made by me, and has been a great success."

When asked whether the company would be inter-national, Mr. Burger said that the company would be purely American, but that any English investor with sufficient capital would be welcomed. The company, he said, would be incorporated soon with a capital of neariy \$15,000,000. Then he reduced the sum to \$10,000,000, and finally declined to many any specific

nearly \$15,000,000. Then he reduced the sum to \$10,000,000, and finally declined to name any specific HILL'S PLANS FOR THE FALL.

SAID TO HAVE SELECTED SENATOR CANTOR TO

HEAD THE DEMOCRATIC STATE TICKET. Albany, June 2 (Special).-The interesting rumo became current here to-day that Governor Hill had selected Senator Cantor, of New-York to head the Democratic State ticket this fall. In 1885 and again in 1887 the ticket for the minor State offices, of which Secretary of State is the chief, was headed by Frederick Cook, of Rochester. But Mr. Cook only reluc tantly accepted the nomination in 1887; he desired to retire to private life then and was persuaded to run by Governor Hill, who made the argument that once having sought and obtained office at the hands of the Democratic party, it was his duty when that party equired his services to grant them in return as a re ward. The Gevernor's private reasons for desiring Mr. Cook to accept the nomination was that he was at the head of a big brewing company in Rochester and the brewery interests of the State would be massed behind him. The Governor at one time it is said, thought of continuing this policy of catering to the liquor interest by nominating Senator Charles R. Stadler, of New-York, for Secretary of State this fall, and some politicians think that he may even yet cominate Stadler. It is said that Stadler himself toesn't care for the nomination, because he has heard that the Governor proposes to sacrifice the Democratic State ticket this fall, and, indeed, to sacrifice everything, in order to elect a Democratic Senate. The Governor pins most of his faith on being nominated and elected President of the United States, it is said, on his electing a Democratic Legislature. With such a Legislature bis friends say he could so gerrymander the legislative districts and manufacture pairenage that it would be impossible for the Republican party to carry the State. The Governor's friends say that his aim in seizing the election machinery of New-York through the Board of Police was to wipe out Republican representation from New-York City in the

"We have more power in New-York City," said a leading Democrat here a few days ago, "than we have had since the days of William M. Tweed; and as in the days of William M. Tweed, we intend to send a solid Democratic delegation from the city of New-York to the Legislature of 1850. We shall play the rapid-transit card in New-York and the high-tax-rate card in the rural districts, and between them both I believe we will capture the Legislature. Besides, the Governor will point out to the liquor dealers that if a Republican Legislature is elected, a Prohibition Amendment will be adopted next winter and submitted to the people in the succeeding fail. We also have a large amount of patronage now in the Police and Public Works Departments of New-York City, we shall distribute some of that in the irral listricts

IRRIGATION OF ARID LANDS.

WHAT IS PROPOSED BY THE PLAN OF OPER-

ATIONS-FEATURES OF THE SURVEYS.

Washington, June 2. Secretary Noble has approved the plan of operations for continuing the irrigation survey of arid lands proposed by Major J. W. Powell, Director of the Geological Survey. The survey was ontinuation is proposed pursuant to the terms of the

act of March 2, 1880, which appropriates \$250,000 for he work. Major Powell recommends that the work be prosecuted in Montana, Colorado, New-Mexico ldaho, Nevada and California. In these States and Territories topographic maps have already been made or are being constructed. The work is divided into three parts: first, the topographic survey; second, the hydraulic survey; third, the engineering survey. Topographic parties are in the field from about

May 15 to October 15, under the general supervision of H. A. Thompson. In Montana it is proposed to survey 2,000 square miles along the Yellowstone River eastward from the 100th meridian. The area to be surveyed in Colorado is about 28,000 square miles in the drainage basin of the Arkansas. The drainage busins of the Rio Grande and Chaina riverin New-Mexico are to be surveyed-an area of 3,000 square miles. In Idaho the work will begin at Bolse ity and be carried cast along the valley of Snake River, 3,000 square miles. Nevada and California are to be operated as one division. The area to be surveyed in California will comprise the unmapped portions of the drainage basins of the Yuba, American, Cosumnes, Mokelumne, Stanislaus, Truckee and Carson rivers-about 3,000 square miles. about 4,000 square miles of the basins of the Truckee and Carson rivers. The total estimate of expenses for topographic survey is \$120,000.

Operations in the hydraulic survey will be continued under the charge of Captain C. E. Dutton, of the Ordnance Corps. Gauging stations have been or will be established in California and Wyoming and on the South Platte, Arkansas, Rio Grande, Gila, Salt, Verde, Truckee, Carson and Enake rivers. Second and third class stations will also be established, the latter for the purpose of taking records of rainfall only. The estimate for hydrographic work is \$32,200.

Captain Dutton will have charge of the engineering survey. In the Upper Missouri division the general irrigation problem will be examined along the forks of the Missouri; the Yellowstone from the Park to Miles City, or Glendive; the Missouri, from the forks to Fort Benton; Milk River, the Colorado division will include the Arkansas from headwaters to the 199th meridian and the Huerfano. Of the work in the California division, Major

Of the work in the California division, Major Powell says:

"In the drainage basins of the Sierra Nevada, north in the Gosumnes or Mohellumne, there is but little of the Cosumnes or Mohellumne, there is some demand for irrigation. South of the Mokellumne, there is some demand for water, and this demand steatily increases southward, until it becomes very great in the valley of the Kern. On the western sides of the Sacramento and San Joaquin valley i. e., upon the sastern slopes of the coast ranges, the scarcity of water is extreme, while the extent of arable land is very great. It is believed that important areas of this land may be irrigated by the development of a system of reservoirs. Many situations for reservoirs, says important problems in the mountains is probably sufficient to fill many of them. One of the most important problems in irrigation to be solved in California relates to the use of the Colorado kilver in the southeastern part of the State."

the State."
For the engineer survey the estimated expense is \$76,000. Of the appropriation of a quarter of a million, \$21,800 is reserved for contingent purposes. Major Powell in a few days will issue his letters of instructions to the various parties in the field.

COMMENCEMENT AT PENNSYLVANIA COLLEGE. Gettysburg. Penn., June 2.-The baccalaureate sernon before the senior class of Pennsylvania College was preached this afternoon by President McKnight, in the absence of the Rev. Dr. Gilbert, of Harrisburg, who was unable to reach here by reason of the floods. He took his text from Acts xx and xxiv. THERE MAY BE 10,000 DEAD.

NO NUMBERS STARTLING NOW.

ONLY ONE HUNDRED AND THIRTY-NINE BODIES RECOGNIZED.

THE PEOPLE BEGINNING TO PEAR AN EPEDEMIC

THE FINANCIAL LOSSES ALMOST INCALCULABLE -THE RESTORATION OF PROSPERITY A TASK LIKE THAT OF SUBDUING A NEW COUN-A STRONG HAND.

Pittsburg, Penn., June 2 .- Days, perhaps weeks must elapse before even the survivors of the disaster in the Conemaugh River Valley will be able to realize the thoroughness with which their little world has been turned into a desert. No figures as to the loss of life can be any more than estimates. Considering the fact that so few are alive to tell the awful history, one must think that even 10,600 is not a startling conjecture as to the number of the dead. To every person who visited the Valley to-day the saddening question must have occurred:

" Where are the people?"

Where there were tens of thousands on Friday, there are now only a few scores. Nobody places the estimate of deaths lower than 4,000, and one of the Pennsylvania Railroad surgeons says that 10,000 will not surprise him. The positive fact that there remains one building alone in the portion of Johnstown called Woodville, which had 15,000 inhabitants, is pretty good evidence that 4,000 is a conservative estimate. At one point near Johnstown the Conemaugh River is dammed up by a gorge of human corpses. Opposite Nineveh, several miles down the river, nearly 400 bodies were found by ten occupants of the only two houses in that district

The dead, be their number greater or less, will soon disappear. But with all the sudden loss of human life and activity there is also such a complete annihilation of the industries of the valley! that to rebuild them will be like starting in a new country. James McMillen, of the Cambria Iron Works, said to-day:

"I do not know what our loss is. I cannot even estimate, as I have not the faintest idea what it may be. The upper mill is a total wreck, damaged beyond repair. The lower mill is damaged to such an extent that all machinery and buildings are useless. The mills will be rebuilt immediately. I have sent out orders that all men that can must report at the mill tomorrow to begin clearing up. I do not think that the building is insured against a flood. The great thing we want is to get that mill in operation again."

The Gautier Wire Works, owned and by the Cambria Com-Iron operated pany, will be rebuilt immediately, but The land on which it stood is to-day as barren and desolate as if it stood in the midst of the Sahara Desert. Estimates of the losses of the Cambria Iron Company given are from \$2,000,000 to \$2,500,000, and little of this can be recovered. These figures give some suggestion of the bearing of the calamity on the future of the valley. When Superintendent Pitcairn telegraphed to Pittsburg on Friday night that Johnstown was annihilated, he came close to the facts of the case, although | Greger, Andrew he had not seen the ill-fated city. Where long forty-right hours ago, ruin and desolation now reign. Probably 1,500 houses have been swept from the face of the earth as completely as if they had never been erected. Main-st., from end to end, is piled fifteen and twenty feet high with fragments, in some instances as high as the roofs of the houses which remain standing.

When prosperity is again restored, when the valley is again peopled, it will be with practically new industries and with new people. Of the happy thousands who lived between those hills last Friday, it can be said, if ever it could, of any people: "The places that knew them shall know them no more forever." The immediate prespect is a distressing one. Trains have reached the ruins of what was Johnstown, and they have brought provisions, so that the hunger from which many suffered has been appeased. No more trouble for lack of victuals is anticipated. But with hundreds of corpses yet to be found and cared for, and with decomposition setting in among those yet undiscovered, there is danger of an epidemic. In dry weather the scarcity of water is hardly more apparent at any other town in America than it is at Johnstown. Travellers must have observed that generally the bed of the Conemaugh River is plainly visible from the cars, covered only by a few inches of water. In these particulars what is true of Johnstown is true of all the neighborhoods within the range of the disaster.

The lake which caused the great destruction will probably never be restored. To rebuild the dam would not only be costly; it would probably be met by a storm of indignant popular disapproval. Its first utility had long since been almost forgotten in its repute as a summer resort, and in the shadow of the recent calamity this is counted to its discredit.

The dam was pronounced by its builder, the late General James N. Moorehead, one of the stanchest in America, and had ever since been examined twice a month by competent engineers.

The owners of the reservoir, while they feel iceply the indirect blame put upon them for the loss of life, cannot account for the bursting of the dam. The people of the valley, from long familiarity with the danger, had ceased to pay attention to warnings. At every storm, said one resident of the neighborhood, the same cry was repeated until people began to laugh at their own fears; it was then that the end came. The search for the dead was carried on busily

to-day. Corpses were found in the greatest numbers near the village of Nineveh, the point where the flood spent its force. The number of bodies known to have been identified was 139. They as well as the unrecognized dead were prepared for burial as rapidly as possible.

they had everything their own way. Some be- In view of the devious route by which the news came intoxicated from barrels of liquor which they found in the heaps of drift; others stripped rings from the fingers the dead. As soon as these acts were observed, the people took up the matter, and it was reported that several of the ruffians were punished with death. A few hours later Adjutant-General Hastings arrived, a provisional government was instituted and order was restored

The losses of the Pennsylvania Railroad must reach far into the millions, probably exceed-Pittsburg the ing that caused by railroad riots of 1877. TOn night, it was said that every bridge on the Pennsylvania Railroad between Harrisburg and Altoons, a distance of over one hundred miles, was washed away. If these reports be true, travel on the Pennsylvania Railroad appears to be an uncertain thing for several days. The employes of the road are working night and day to reopen the line, and have so far succeeded that telegraphic communication has been obtained between Philadelphia and Altoona, and it was learned that passengers were safe in the latter town about whom the greatest anxiety had been felt in the East.

IDENTIFYING THE DEAD.

ONLY A SMALL PROPORTION OF THE NUM-BER RECOGNIZED.

IMMEDIATE BURIAL NECESSARY IN MANY CASES -BODIES FOUND IN ALL PARTS OF THE VALLEY-EVERY DRIFT HEAP FILLED WITH VICTIMS.

Johnstown, June 2.-Bodies of the victims of the flood are being found in all parts of the Conemaugh Valley, every drift heap containing large numbers of the dead. A graveyard has been established on the mountain side above Johnstown. Immediate burial is necessary in many cases on account of decomposition. Although there has been a large supply of coffins, it has been necessary also to construct rough boxes for immediate use. Large numbers of the dead have not been identified. Those who have been identified here are named below: Kerlin, Edward, Aubs, Mr.,

Kerlin, Frank,

Kurtz, John,

Kush, Mrs. P.,

Lindhait, Kate,

Luther, Mike.

McCoy, Mr.

Lumbersky, John,

McAuley, P., McClarren, Cora,

my of nine.

Miller, Eddie,

Miller, George,

Miller, Bobert,

Murtha, Jame

child.

Penrod, William,

Randolph, George,

Rodgers, M:

Schubert, C. T.

Smith, William,

Streiner, John,

Thomas Charles

Tusedera, Emma,

Wald, Jacob, wife and child,

Wineseller, Louis, and wife,

Williams, William J.,

Walss, Jacob,

Wilson, Charles, Wilson, C. H.,

Lightner, John,

Parsons,

Marshall, Charles A.,

O'Neil's baby, Edward,

Polack, Mrs. Caroline,

Richards, Misses (2).

three children,

Oswald, Miss, Parson, John W., wife and

McAnaney, Miss Ross,

McConaughy, Mrs. James P.

McEnnerny, Peter, and fam

King, Alexander,

Rirby, Mrs. Wm.

Lener, Lewis, Leonard, Mrs. Andrew,

Lightner, James, wife, and sister, Margaret,

Baldwin, Robert. Barbour, Harry, Barbour, Mrs., Beems, John, Bowser, George, Breges, Emma. Bridges, Emma, Bridges, James, Brinky, Elmez, Broesky, Miss. Burns, John, Butter, F .. Cox. James G. Craig, Christ, Cush, Mrs., McNaity, C., Defrance, Mrs., Delaney, Eliza, Dickinson, David, Dimond, Frank, O'Connell, Mrs., Ogle. Mrs. H. M., telegraph

Anderson, John.

Edridge, S. D., Fagan, Thomas, Frank, Kate, Frank, Miss (daughter John Frank). Fridberger, William, Gaither, William, Miss Gra Hamilton, Misses, (3), Hammil, Mrs. and Miss, Harrington, Eila. Hawthorne, Rose, Hawthorne, Samuel, Haye's child. John, Henderson, Mrs. John and 2 children. Hickoy, August,

Holleran, Mary. Howe, Lizzie. Huff, Mrs., Jackson, Thomas, telegraph lineman, Jones, A. M., Jones, Mrs. W. Kateenmeyer, Miss. Keelan, Daffney, Among the missing Johnstown people are the following: Lightner, Edward, SAFE AT LAST IN ALTOONA.

SCORES OF PASSENGERS ESCAPE THE HOR RORS OF THE CONEMAUGH DISASTER

THREE EXPRESS TRAINS CAUGHT IN THE FLOOD

REACH ALTOONA-WHO THE LUCKY TRAV-ELLERS WERE-SEVEN PERSONS RE-PORTED DROWNED AT CONEMAUGH.

Philadelphia, June 2 .- For the first time in forty-eight hours communication was had directly with Altoona at 6 o'clock this evening, at the Pennsylvania Railroad office in this city. The superintendent at Altoona says that the Atlantic express leaving Pittsburg at 3 o'clock Friday morning, the Chicago and New-York limited (eastbound), which left Pittsburg at 7:10 o'clock Friday morning, and the Seashore express which left Johnstown early Friday morning, arrived at Altoena on Saturday afternoon. All the passengers on those three trains are reported to be

Up to 10 o'clock to-night no names additional to those previously sent have been received here. All of the passengers taken to Altoona are at the Logan House, a large hotel, ample to accommodate them. The Pennsylvania Railroad Company is providing for their wants.

Among the passengers who have reached Altoona in safety are William Henry Smith, of New-York City, general manager of the Associated Press, and Mrs. Elijah W. Halford, the wife of E. W. Halford, the private secretary of President Harrison. Mrs. Halford was accompanied by her daughter, and both are now

The lists given below were obtained with great difficulty. They were received by telegraph from Hedford, Penn. Bedford got them from Cessna by telephone, and Cessna received them over the of the most curious occurrences of the whole distelephone from Martinsburg, the latter place having a telegraph wire to Altoona. These lists do not comprise all of the passengers on the day ex- No. 135 Walnut st. He says he was in the house Johnstown, and the ruffians began to feel that press, as some are known to be still at Conemangh, with his family when the waters struck it.

PRICE THREE CENTS.

reached here, the absolute correctness of the list cannot be vouched for.

Three passengers of the day express are said to the jewels from the ears of have been drowned by the flood at Conemaugh: BRADY, Mrs. W. J., Chicago. PATRICK, Mrs. Margaret, Pittabur SHELLER, William, Newark, N. J.

A dispatch this afternoon states that three unidentified persons, supposed to be passengers on the ill-fated day express, are at Conemaugh. They are described as follows: A man five feet eight inches in height, weighing probably 140 pounds, full gray beard, bald head, supposed to he Cyrus Sherry; a woman, age about sixty-five; medium height, large-boned, weight 180 pounds, had on an abdominal truss; a woman, age sixty, wavy, curling gray hair, bald spot on head; carried open-faced gold watch, supposed to be Mrs. Raney. The Rev. J. H. Pershing, of Conemaugh, has these bodies in charge.

The railroad officials state to-night that they, have information which leads them to believe that not over seven of the passengers on the trains flooded at Conemaugh were drowned. The first report sent last night placed the number of dead at fifteen. Slater & Co., of this city, received a dispatch this afternoon from Rockford. Penn., saying that J. G. Cox, of their firm, was drowned, and that his body had been recovered and is now at that place.

The following list contains the names of passengers on the day express from Chicago, which was caught in the flood at Conemaugh, who are known to be safe:

District Columbia-Mrs. Mary L. Coune, Washington, Illinois-Mrs. Ellen Garber, Aurora; Mrs. G. W.

Sankey and child, and C. E. McClure, Chicago. Indiana-Daniel Humphries, Indianapolis; Mrs. Clara DeWitt and child, Mrs. Gussie Cook and child, Mrs. Fanny Murphy and child, all of Dennison; Mrs. Maggie E. Muthaney, Massachuseffs-Edward Lyon, Boston; Mrs. William

T. Sergeant, Michigan-H. C. Groch, Sharon. New-York-William Henry Smith, general manager

of the Associated Press, New-York City: Mrs. M. H. Smith, Broadway; Annie E. Hamilton, Yorkville; H. A. Egan, New-York Ohio-John Laughey, wife and three children; Columbus Pennsylvania-Mrs. J. W. Latta and daughter Edith.

Philadelphia; Elizabeth Houmer, Wrightsville; W. S. Jackson, Philadelphia; Estella J. Kittering, --; Mrs. A. S. Lippincott, Philadelphia; Harriet Stockbridge, Curwinsville; Mrs. Gallon and daughter, Lizzie Ri Hunter, Mr. Field and son, George Lees, all of Pitts burg; R. E. Vaughn, Landisville The residence of the following persons could not be

Paris Shick, wife and daughter; Miss Simpson, Uriah Carroll, F. H. Berney.

The list of passengers given below comprises some of the passengers on the two sections of the day express which met with disaster from the flood at Conemaugh. It is also thought to be made up in part of those passengers who reached Altoona by other east-bound trains:

District of Columbia-Mrs. Elitah W. Halford and daughter, Huston Porter, James E. Terms, Washing-

Illinois-W. E. Winslow, Mrs. McBrady, Chicago; R. Spangler, ---; William Hawkins, ---; Birney, Jaliana Amboch, Lorenzo. Iowa-C. H. Leopard, Carrie B. Arber, Malina. Maine-Henry F. Fowls, Bangor. Michigan-R. H. Ranney, James B. Ranney.

Kalamazoo Minnesota-Annie Hamilton, Minneapolis.

Maryland-George Gasken's family, Ringgold! Nebraska-A. H. Louder, Omaha. New-Jersey-John Carr, A. H. Brown, J. S. Over, Jersey City; Morris Ely, Camden; Virginia Maloney,

Mary Wilkins, Woodbury : E. Wolf, Holdbrook, New-York-Clara Cobb, Brooklyn; E. M. Leopard, New-York: Emily June, Mount Vernon; R. C. Yohn, New-York; M. W. Whittaker, Plattsburg; John Weby, Richard Brown, Mrs. Pauline Williard, Mrs. Martha Livingston, all of New-York; Mrs. E. A. Eberly, Cannon; P. F. Bain, C. S. Thurman, New-York; Allen J. Fitz, Elmira; J. H. Drys, Rochester; George D.

New-York. Ohio-Mrs. L. R. Fizer, Monroeville; George Sawyer, Bristol; C. H. Baxter, Lima; D. Z. Dinenckier, -Smith, Mrs. Joseph, and Pennsylvania-Miss Grass, Mary E. Moran, Bridge Sulkin, John R. Mahon, E. H. McCullough, wife and daughter, Mr. and Mrs. Wilson, Mrs. Matilda Allen. H. Walsh, Princila Stateerin, S. Myers, John Burris, George Housenar, the Rev. J. H. Leiper, all of Philadelphia; William Stewart, Mary Fitzpatrick, Rollins S. Drowly, James B. Miller, O. R. Smith, all of Pittsburg; J. C. Plarretti, Tyrone; Mrs. Simon Slick, John L. Pine, Reading; A. Silverson. Mrs. Ellen Oce, Honesdale; Frank Patton, wife and daughter, Freeport; C. Keiffer, Shippensburg; H. St. John, ----; Frank C. Gallseyeath, Tyrone; Anna R. Van Dyke and wife, Sunbury; E. H. Hare, Wilkinsburg; Oriando Rockwood, ---; J. W. Graves. S. H. Bailey, of Altoona; H. Cameron, Bellwood; James H. Stewart, wife and baby, Thornton Robinson, Allegheny; E. W. Stover, A. M. Oller, Waynesboro; George Keller, Harrisburg; N. S. Davis, wife and children, Lancaster; Dr. Robinson, Allegheny.

Rhode Island-Mrs. Sherman, Nantucket, Virginia-Albion Allyannes, Fort Monroe Wisconsin-Gertrude Mellon, Mrs. Nelson (colored).

It is impossible to tell to what States the cities named below are to be assigned: J. N. Newcome and wife, New-London, no State

given; O. O. Martz, Orstown; John Kline, Vickstown; W. Wilmot, wife and child, Redland. The addresses of the following are not given:

E. Knee, Charles J. Burbidge, Allen Proctor, W. Woodyear, W. E. Wa, Mr. Chandler, W. M. Mellon, J. C. Ospont, Simon A. Shepherd, C. A. Bradford, Mrs. C. S. Hand, Simeon Hand, W. Baker, George sylvester, wife and two children; R. H. Key, James M. Bufford, W. E. P. Bullock, Mrs. M. A. Blease well, D. S. Shearer, Margaret Justice.

INSPECTING THE RUINS.

DESOLATION EVERYWHERE IN JOHNSTOWN.

INCIDENTS OF THE NIGHT AFTER THE DELUGE -THE SURVIVORS CAMPING ON THE HILLS

INGS THAT REMAINED.

OR CROWDED IN THE FEW BUILD-

Johnstown, Penn., June 2 .- The condition of the streets is one of unparalleled desolation. Fine thoroughfares in the most densely populated parts of the town are stripped of the houses which once were the pride of their inhabitants. Trees have been denuded of their branches, their trunks standing bare and broken. It is not exaggeration to say that not a single structure now left within the confines of the city is safe as a place of habitation, and all must be torn down and rebuilt. The gorge has so obstructed the sluiceways of the viaduct that the water does not recede as fast as it otherwise would. All boats and water craft having been swept away, the means of getting about the deluged streets is attended with danger.

James M. Walters, an attorney, spent the night in Alma Hall. He relates a thrilling story. One aster was how Mr. Walters got to the hall. Ho has his office on the second floor. His home is at